

M: 26-12-1

1873

Rockville Railroad Station  
(Rockville Station, Baltimore & Ohio Railroad)  
98 Church Street  
Rockville  
Private

The Rockville Station is a Victorian picturesque structure with some Eastlake detailing, particularly in the roofline and gable decoration. Built in 1873, the building is of red brick with a gabled central bay and board-and-batten dormered longitudinal wings. The vertical 2/2 sash pointed arch windows of the first floor facade have variegated stone voussoir block surrounds, while the architraves of the 2/2 sash dormer windows are painted a rust color. Continuous light-colored courses run below the sills of the ground floor windows; a brickwork decorative motif runs across the facade in the central gable. The end walls of the wings are brick and have pointed arched windows with variegated voussoir blocks both on the ground floor and in the gable. A single 4/4 window pierces the ground floor while the gable holds a pair of 2/2 sash windows. The gable end is clipped, with an arched bracket support under the eaves. Light colored courses run beneath the sills of the ground floor and the gable windows. The rear facade is more functionally austere, with a wing at right angles to the main body of the building decoratively marked only by a wall dormer with a pointed-arched 2/2 sash window. The roof is covered with slate tiles laid in alternating light and dark bands. The body of the building is red brick and the woodwork is painted fawn with rust trim.

The Rockville B & O station is one of the few survivors of the many picturesque county stations built along the tracks of the B & O and other 19th

century American railroads. Unlike most surviving stations, the exterior character of the Rockville station remains unmarred by unsympathetic additions or painting. The construction of the Rockville station as part of the development of the Metropolitan Branch of the Baltimore and Ohio Railroad was an important factor in the growth of the City of Rockville. Providing cheap, efficient transportation from Washington, the station contributed to the establishment of Rockville as a summer resort during the 1880s through 1900. Many of these visitors built summer homes in Rockville, and soon took up year-round residency. Residential lots in the area known as "West End Park" were vigorously promoted by developers because of access to the railroad. Rockville's size and population expanded around the resort trade and purchasers of subdivision lots. Rockville also served as the transfer point for passengers going to Sandy Spring, Olney, and Brookeville. The station and its freight sidings contributed to Rockville's growth as a commercial center by providing efficient transportation of goods. In 1981, the 400-ton passenger station was moved about 50 meters to the south to make way for the Rockville Metro station.

## ACHS SUMMARY FORM

Survey No. 26-12-1

MAGI #1651232511

(#assigned 11/86)

1. Name Rockville Station, Baltimore & Ohio Railroad
2. Planning Area/Site Number 26/12/1 3. MNCPPC Atlas Reference Map 15 I-3
4. Address Church & Baltimore Road  
Rockville
5. Classification Summary
- Category buildings
- Ownership public
- Public Acquisition --
- Status occupied
- Accessible yes; restricted
- Present use commercial; transportation; office
- Previous Survey Recording M-MCPCPC Federal x State x County x Local x
- Historical Sites Inventory 1976
- National Register, 1974; HABS, 1977; City of Rockville, 1974
6. Date 1873 7. Original Owner Baltimore and Ohio Railroad Company
8. Apparent Condition
- a. fair c. original site
- b. altered

Description This is a picturesque Victorian structure with some Eastlake detailing, particularly in the roofline and gable decoration. The building is of red brick with a gabled central bay and board-and-batten dormered wings. Above and below the windows are decorative stone blocks and brick courses. The end walls of the wings have pointed arched windows. The gable end is hipped, with arched bracket support under the eaves. The rear facade is more functionally austere, with a wing at right angles to the main body of the building, with a dormer breaking into the eaves of the building. The roof is covered with slate tiles, laid in verigated bands. There is a smaller, rectangular brick freight building nearby, also parallel to the tracks. It has jerkin-headed gable ends with corbelled brickwork across the upper section.

10. Significance The Rockville Station is one of the few survivors of the many stations along the Metropolitan Branch of the B & O Railroad. It is important as the symbol of a major factor in the growth of the City of Rockville. When the Branch was opened in 1873, Rockville began its alteration from a sleepy Courthouse village into a busy commuter and summer resort town. The population trebled between 1873 and 1900; hotels were constructed or refurbished to accommodate the city dwellers who sought to escape the heat and humidity of Washington; farms in the area were subdivided into  $\frac{1}{4}$  acre lots and promoted by developers who lauded access to the railroad; residential and commercial development on Baltimore Road increased, on both sides of the tracks. The Station remains in use today as depot for 5 daily commuter trains, countless freight trains, and headquarters of Peerless Rockville. It will be relocated c. 1980 out of the path of Metro.

11. Date researched and researcher  
Eileen McGuckian 1973

12. Compiler  
Eileen McGuckian

13. Date Compiled  
Dec. 1978

14. Designation  
Approval

15. Acreage one acre

6173

M: 26-12-1

Form 10-300  
(Rev. 6-72)UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:	Maryland
COUNTY:	Montgomery
FOR NPS USE ONLY	
ENTRY DATE	

1. NAME	
COMMON:	
Rockville Railroad Station	
AND/OR HISTORIC:	
Rockville Station, Baltimore & Ohio Railroad	

2. LOCATION			
STREET AND NUMBER:			
Church Street and Baltimore Road			
CITY OR TOWN:		CONGRESSIONAL DISTRICT:	
Rockville		Eighth	
STATE	CODE	COUNTY:	CODE
Maryland	24	Montgomery	031

3. CLASSIFICATION			
CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No			
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) VFW Post
<input type="checkbox"/> Comments			

4. OWNER OF PROPERTY			
OWNER'S NAME:			
B & O/C & O Railroad Company			
STREET AND NUMBER:			
2 Charles Street (main office: Huntington, West Virginia)			
CITY OR TOWN:		STATE:	CODE
Baltimore		Maryland	24

5. LOCATION OF LEGAL DESCRIPTION			
COURTHOUSE, REGISTRY OF DEEDS, ETC:			
Montgomery County Courthouse			
STREET AND NUMBER:			
Courthouse Square			
CITY OR TOWN:		STATE	CODE
Rockville		Maryland	24

6. REPRESENTATION IN EXISTING SURVEYS			
TITLE OF SURVEY:			
Historic Sites in the Bi-County Region			
DATE OF SURVEY: 1969 <input type="checkbox"/> Federal <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local			
DEPOSITORY FOR SURVEY RECORDS:			
The Maryland-National Capital Park and Planning Commission			
STREET AND NUMBER:			
8787 Georgia Avenue			
CITY OR TOWN:		STATE:	CODE
Silver Spring		Maryland	24

SEE INSTRUCTIONS

STATE:	Maryland
COUNTY:	Montgomery
ENTRY NUMBER	
DATE	

FOR NPS USE ONLY

M.26-12-1

## 7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Rockville Station is a nineteenth-century Victorian picturesque structure with some Eastlake detailing, particularly in the roofline and gable decoration. The building is of red brick with a gabled central bay and board-and-batten dormered longitudinal wings. The pointed arch windows of the first floor facade have verigated stone voussoir block surrounds, while the architraves of the dormer windows are painted a rust-color. Continuous light-colored courses run below the sills of the ground floor windows; a brickwork decorative motif runs across the facade in the central gable.

The end walls of the wings are brick and have pointed arched windows with verigated voussoir blocks both on the ground floor level and in the gable. The gable end is hipped, with an arched bracket support under the eaves. Light colored courses run beneath the sills of the ground floor and the gable windows.

The rear facade is more functionally austere, with a wing at right angles to the main body of the building decoratively marked only by a dormer window, with the dormer breaking into the eaves of the building.

The roof is covered with slate tiles laid in verigated light and dark bands. The body of the building is red brick and the woodwork is painted fawn with rust trim.

SEE INSTRUCTIONS

M:26-12-1

## 8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

☐ Pre-Columbian☐ 16th Century☐ 18th Century☐ 20th Century☐ 15th Century☐ 17th Century☒ 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

May 19, 1873

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

☐ Aboriginal☐ Education☐ Political☐ Urban Planning☐ Prehistoric☐ Engineering☐ Religion/Phi-☐ Other (Specify)☐ Historic☐ Industry

lasaphy

☒ Agriculture☐ Invention☐ Science☐ Architecture☐ Landscape☐ Sculpture☐ Art

Architecture

☐ Social/Human-☐ Commerce☐ Literature

itarian

☐ Communications☐ Military☐ Theater☐ Conservation☐ Music☒ Transportation

## STATEMENT OF SIGNIFICANCE

The Rockville B & O Station is one of the few survivors of the many picturesque county stations built along the tracks of the B & O and other 19th Century American railroads. Unlike most surviving stations, the exterior character of the Rockville station remains unmarred by unsympathetic additions or painting.

The construction of the Rockville station as part of the development of the Metropolitan Branch of the Baltimore and Ohio Railroad was an important factor in the growth of the City of Rockville. The population of Rockville in 1873, the year the station opened was 670 persons. By 1890, the population had increased to 1,500, primarily because of the City's easy access to Washington via train. The coming of the station area so as to make Rockville a more attractive stopping off point for passengers desiring hotel accommodations. Because of cheap, efficient transportation (a trip from Washington cost 60 cents and took 45 minutes), Rockville soon began to enjoy some popularity as a summer resort. Local hotels prevailed upon City dwellers in Washington to enjoy the cool shade of the country with its health-giving mosquito- and malaria-free air. Summer and weekend visitors stepped off the train into horse-drawn carriages to be deposited at one of three grand hotels. Hotel proprietors boasted the presence of many of Washington's elite. Residential lots in the area known as "West End Park" were vigorously promoted by developers because of access to the railroad. Rockville's size and population expanded around the resort trade and purchasers of subdivision lots. Rockville also served as the transfer point for passengers going to Sandy Spring, Olney and Brookeville, who would complete their journey by "private conveyances."

The station and its freight sidings have had a continued influence on the development of Rockville, particularly along the Right-of-Way. At least one "long-time" Rockville business, Wire Hardware and Lumber Company, which has been in business since the late 19th century, was opened as a direct result of the location of the railroad station. The Sentinel in 1873 reported that residential development began on Baltimore Road adjacent to the station shortly after the tracks were completed.

The Rockville station was the model for the Atlas model train company's passenger station (#706-300) in HO scale, first made in the early 1960's.

(see continuation sheet)

SEE INSTRUCTIONS

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM**

(Continuation Sheet)

M:26-12-1

STATE	
Maryland	
COUNTY	
Montgomery	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

Rockville Railroad Station

No. 8 Significance Continued.

The station will celebrate its 100th anniversary May 19, 1973. It remains in use today both as a depot for the two daily commuter trains and as a headquarters for the local chapter of the Veterans of Foreign Wars.

NOTE: The station is threatened by METRO.

M:26-12-1

## 9. MAJOR BIBLIOGRAPHICAL REFERENCES

1873 issues of the Montgomery County Sentinel, Roackville, Maryland.

Historic Montgomery County, Maryland, by Roger Brooke Farquhar.

A History of Montgomery County, by Everett B. Williams.

Peerless Rockville, by Henry Copp. Promotional booklet, 1890.

## 10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	COOE	COUNTY	COOE
STATE:	COOE	COUNTY:	COOE
STATE:	COOE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

## 11. FORM PREPARED BY

NAME AND TITLE: Eileen S. McGuckian, Chairperson mh

ORGANIZATION: Rockville Historic District Commission DATE: May, 1973

STREET AND NUMBER: City Hall, 111 South Perry Street

CITY OR TOWN: Rockville STATE: Maryland COOE:

## 12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☐ Local ☐

Name \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

## NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

\_\_\_\_\_  
Director, Office of Archeology and Historic Preservation

Date \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
Keeper of The National Register

Date \_\_\_\_\_

SEE INSTRUCTIONS



1606934519  
MARYLAND HISTORICAL TRUST WORKSHEET

M# 36-12-1  
MAGI #1651232511

NOMINATION FORM  
for the  
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

<b>1. NAME</b>				
COMMON:				
AND/OR HISTORIC: Rockville Station, Baltimore & Ohio Railroad				
<b>2. LOCATION</b>				
STREET AND NUMBER: Church Street and Baltimore Road				
CITY OR TOWN: Rockville				
STATE: Maryland		COUNTY: Montgomery		
<b>3. CLASSIFICATION</b>				
CATEGORY (Check One)		OWNERSHIP		ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object		<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both		STATUS <input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)				
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment		<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum		<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific <input checked="" type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) VFW Post
Comments				
<b>4. OWNER OF PROPERTY</b>				
OWNER'S NAME: Baltimore and Ohio Railroad Company				
STREET AND NUMBER: (main office: Huntington, West Virginia) Local Office: 2 Charles Street				
CITY OR TOWN: Baltimore		STATE: Maryland		
<b>5. LOCATION OF LEGAL DESCRIPTION</b>				
COURTHOUSE, REGISTRY OF DEEDS, ETC: Montgomery County Courthouse				
STREET AND NUMBER: Courthouse Square				
CITY OR TOWN: Rockville		STATE: Maryland		
Title Reference of Current Deed (Book & Pg. #):				
<b>6. REPRESENTATION IN EXISTING SURVEYS</b>				
TITLE OF SURVEY: Historic Sites in the Bi-County Region				
DATE OF SURVEY: 1969 <input type="checkbox"/> Federal <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local				
DEPOSITORY FOR SURVEY RECORDS: The Maryland-National Capital Park and Planning Commission				
STREET AND NUMBER: 8787 Georgia Avenue				
CITY OR TOWN: Silver Spring,		STATE: Maryland		

M:26-12-1

## 7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

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SEE INSTRUCTIONS

## 8 SIGNIFICANCE

## PERIOD (Check One or More as Appropriate)

- ☐ Pre-Columbian      ☐ 16th Century      ☐ 18th Century      ☐ 20th Century  
☐ 15th Century      ☐ 17th Century      ☒ 19th Century

## SPECIFIC DATE(S) (If Applicable and Known)

May 19, 1873

## AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |  |                                       |  |  |
|--|---------------------------------------|--|--|
| <input type="checkbox"/> Aboriginal              | <input type="checkbox"/> Education    | <input type="checkbox"/> Political                 | <input type="checkbox"/> Urban Planning        |
| <input type="checkbox"/> Prehistoric             | <input type="checkbox"/> Engineering  | <input type="checkbox"/> Religion/Philosophy       | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic                | <input type="checkbox"/> Industry     | <input type="checkbox"/> Science                   | _____  |
| <input type="checkbox"/> Agriculture             | <input type="checkbox"/> Invention    | <input type="checkbox"/> Sculpture                 | _____  |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape    | <input type="checkbox"/> Social/Humanitarian       | _____  |
| <input type="checkbox"/> Art                     | <input type="checkbox"/> Architecture | <input type="checkbox"/> Theater                   | _____  |
| <input type="checkbox"/> Commerce                | <input type="checkbox"/> Literature   | <input checked="" type="checkbox"/> Transportation | _____  |
| <input type="checkbox"/> Communications          | <input type="checkbox"/> Military     |  |  |
| <input type="checkbox"/> Conservation            | <input type="checkbox"/> Music        |  |  |

## STATEMENT OF SIGNIFICANCE

The Rockville B & O Station is one of the few survivors of the many picturesque county stations built along the tracks of the B & O and other 19th century American railroads. Unlike most surviving stations, the exterior character of the Rockville station remains unmarred by unsympathetic additions or painting.

The construction of the Rockville station as part of the development of the Metropolitan Branch of the Baltimore and Ohio Railroad was an important factor in the growth of the City of Rockville. The population of Rockville in 1873, the year the station opened, was 670 persons. By 1890, the population had increased to 1,500, primarily because of the City's easy access to Washington via train. The coming of the railroad prompted City authorities to install sidewalks to the station area so as to make Rockville a more attractive stopping off point for passengers desiring hotel accommodations. Because of cheap, efficient transportation (a trip from Washington cost 60 cents and took 45 minutes), Rockville soon began to enjoy some popularity as a summer resort. Local hotels prevailed upon City dwellers in Washington to enjoy the cool shade of the country with its health-giving mosquito- and malaria-free air. Summer and weekend visitors stepped off the train into horse-drawn carriages to be deposited at one of three grand hotels. Hotel proprietors boasted the presence of many of Washington's elite. Residential lots in the area known as "West End Park" were vigorously promoted by developers because of access to the railroad. Rockville's size and population expanded around the resort trade and purchasers of subdivision lots. Rockville also served as the transfer point for passengers going to Sandy Spring, Olney and Brookeville, who would complete their journey by "private conveyances".

The station and its freight sidings have had a continued influence on the development of Rockville, particularly along the Right-of-Way. At least one "long-time" Rockville business, Wire Hardware and Lumber Company, which has been in business since the late 19th century, was opened as a direct result of the location of the railroad station. The Sentinel in 1873 reported that residential development began on Baltimore Road adjacent to the station shortly after the tracks were completed.

Continued on Continuation Sheet

SEE INSTRUCTIONS

## MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM  
for the  
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL  
PARKS SERVICECONTINUATION SHEET

Rockville Station, B &amp; O Railroad

## #8. Statement of Significance, continued:

The Rockville station was the model for the Atlas model train company's passenger station (#706-300) in HO scale, first made in the early 1960's.

The station will celebrate its 100th anniversary May 19, 1973. It remains in use today both as a depot for the two daily commuter trains and as a headquarters for the local chapter of the Veterans of Foreign Wars.

NOTE: The station is threatened by METRO.

# 9. MAJOR BIBLIOGRAPHICAL REFERENCES

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Historic Montgomery County, Maryland, by Roger Brooke Farquhar.  
A History of Montgomery County, by Everett B. Williams.  
Peerless Rockville, by Henry Copp. Promotional booklet, 1890.

# 10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES			
CORNER	LATITUDE		LONGITUDE		LATITUDE		LONGITUDE	
	Degrees	Minutes	Seconds		Degrees	Minutes	Seconds	
NW	0			0				
NE	0			0				
SE	0			0				
SW	0			0				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **one acre**

## Acreage Justification:

Includes the station, siding, parking for commuters. The Station is proposed to be moved under expansion of the Metro by the Washington Metropolitan Area Transit Authority. Rockville is projected to be the terminus for this arm of Metro, and will have the yard and turn-around.

## LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	COUNTY:
STATE:	COUNTY:
STATE:	COUNTY:
STATE:	COUNTY:

## 11. FORM PREPARED BY

NAME AND TITLE: <b>Eileen S. McGuckian, Chairperson</b>	
ORGANIZATION: <b>Rockville Historic District Commission</b>	DATE: <b>May, 1973</b>
STREET AND NUMBER: <b>City Hall, 111 South Perry Street</b>	
CITY OR TOWN: <b>Rockville</b>	STATE: <b>Maryland</b>

SEE INSTRUCTIONS

## 12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:

National ☐ State ☐ Local ☐

Signature \_\_\_\_\_

[Click here for a plain text ADA compliant screen.](#)



Maryland Department of Assessments and Taxation  
MONTGOMERY COUNTY  
Real Property Data Search

[Go Back](#)  
[View Map](#)  
[New Search](#)

Account Identifier: District - 04 Account Number - 02257811

#### Owner Information

Owner Name: ROCKRAIL PTNSHP  
Use: COMMERCIAL  
Principal Residence: NO  
Mailing Address: 98 CHURCH ST  
ROCKVILLE MD 20850  
Deed Reference: 1) /12435/ 591  
2)

#### Location & Structure Information

Premises Address: 98 CHURCH ST  
ROCKVILLE 20850  
Zoning: C2  
Legal Description: THE 3RD ADD TO ROCKV  
ILLE

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Group	Plat No:
GR42		N428		201			22	82	Plat Ref:
Special Tax Areas			Town	ROCKVILLE					
			Ad Valorem						
			Tax Class	01					
Primary Structure Built			Enclosed Area		Property Land Area			County Use	
1873			4,665 SF		19,913.00 SF			603	
Stories		Basement		Type			Exterior		

#### Value Information

	Base Value	Value As Of	Phase-in Assessments	
		01/01/2003	As Of	As Of
			07/01/2003	07/01/2004
Land:	298,600	298,600		
Improvements:	471,400	526,300		
Total:	770,000	824,900	788,300	806,600
Preferential Land:	0	0	0	0

#### Transfer Information

Seller: ADM PARTNERSHIP  
Type: IMPROVED ARMS-LENGTH  
Date: 03/21/1994  
Deed1: /12435/ 591  
Price: \$750,000  
Deed2:  
Seller:  
Type: IMPROVED ARMS-LENGTH  
Date: 05/03/1983  
Deed1: / 6068/ 477  
Price: \$272,500  
Deed2:  
Seller:  
Type:  
Date:  
Deed1:  
Price:  
Deed2:

#### Exemption Information

Partial Exempt Assessments	Class	07/01/2003	07/01/2004
County	000	0	0
State	000	0	0
Municipal	000	0	0

Tax Exempt: NO  
Exempt Class:

Special Tax Recapture:

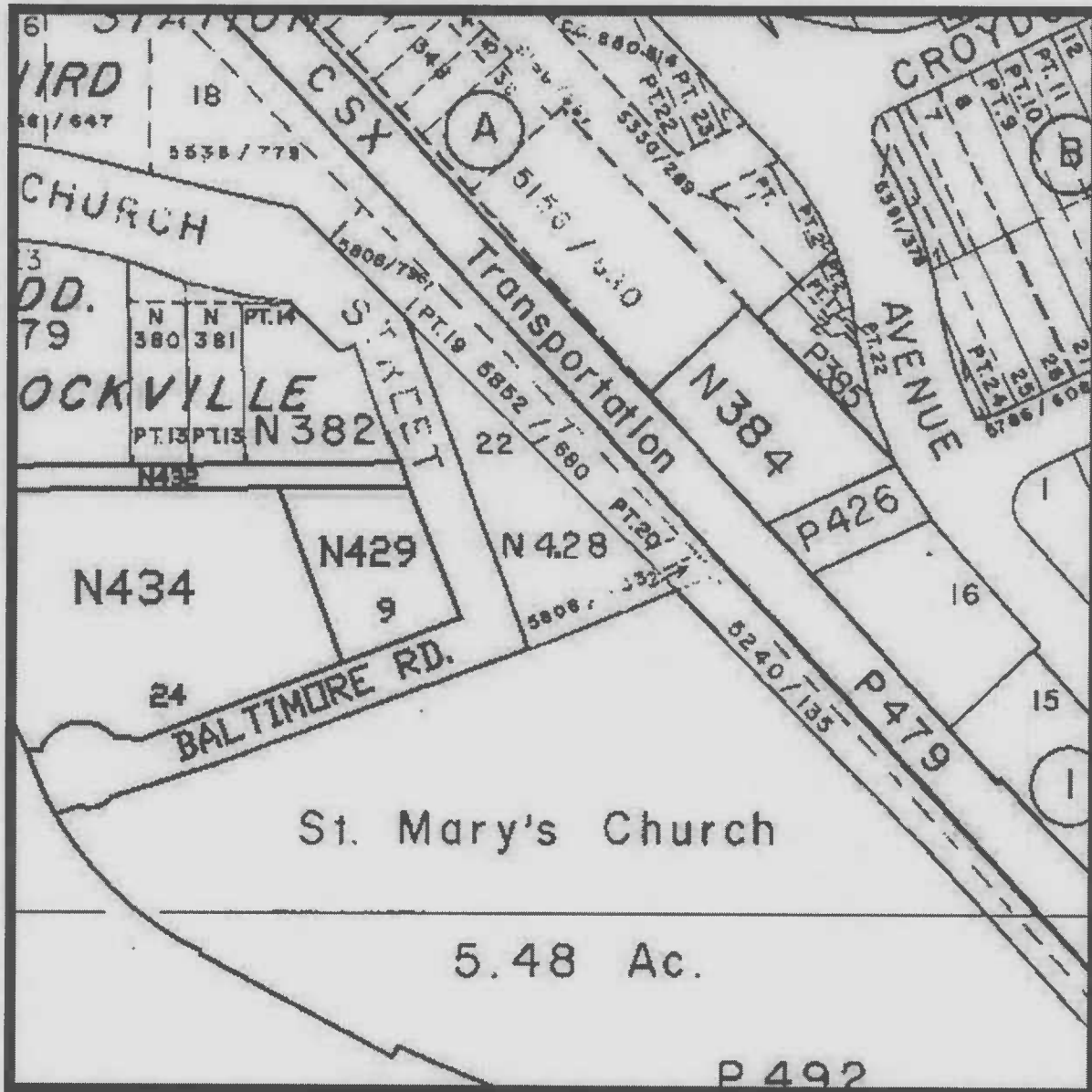
\* NONE \*



Maryland Department of Assessments and Taxation  
MONTGOMERY COUNTY  
Real Property Data Search

[Go Back](#)  
[View Map](#)  
[New Search](#)

District - 04 Account Number - 02257811



Property maps provided courtesy of the Maryland Department of Planning ©2001.  
For more information on electronic mapping applications, visit the Maryland Department of Planning  
web site at [www.mdp.state.md.us/webcom/index.html](http://www.mdp.state.md.us/webcom/index.html)

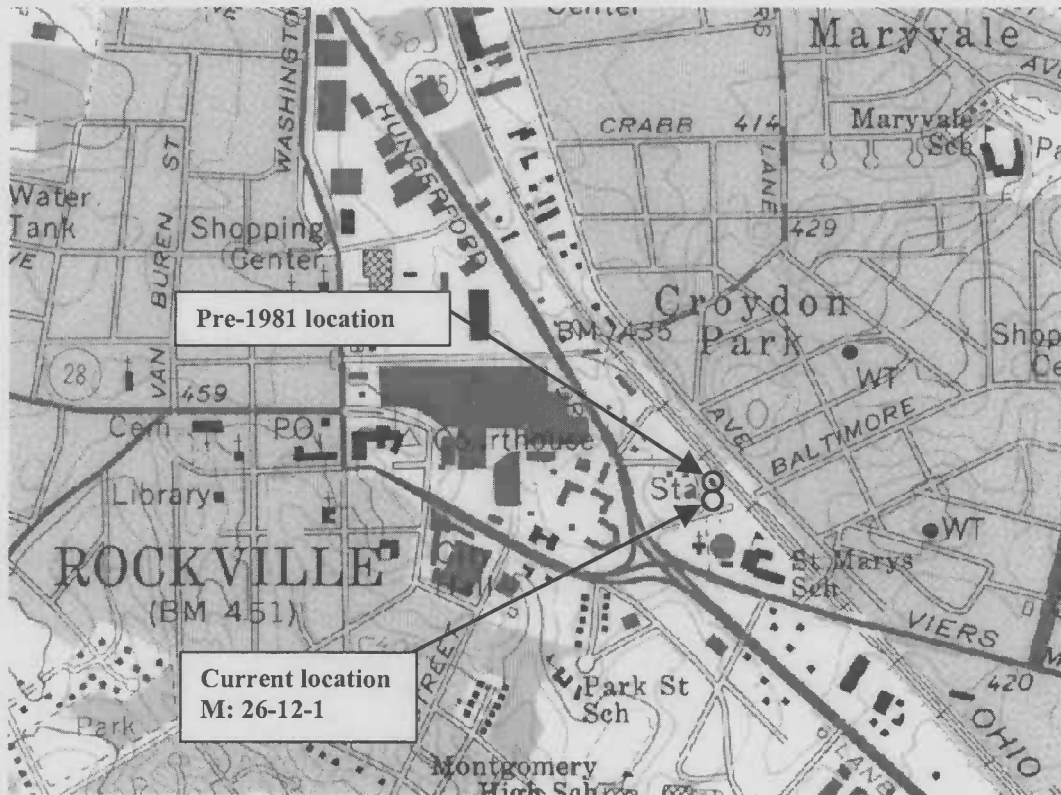
M: 26-12-1

ROCKVILLE QUADRANGLE  
USGS 7.5 minute map  
scale: 1: 24 000  
1965

\*Pre-1981  
location



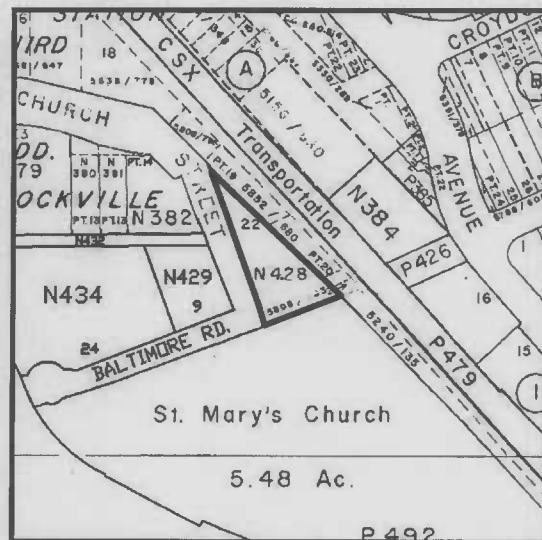
M: 26-12-1  
 Rockville Railroad Station  
 (Rockville Station, B & O Railroad)  
 98 Church Street  
 Rockville Quadrangle



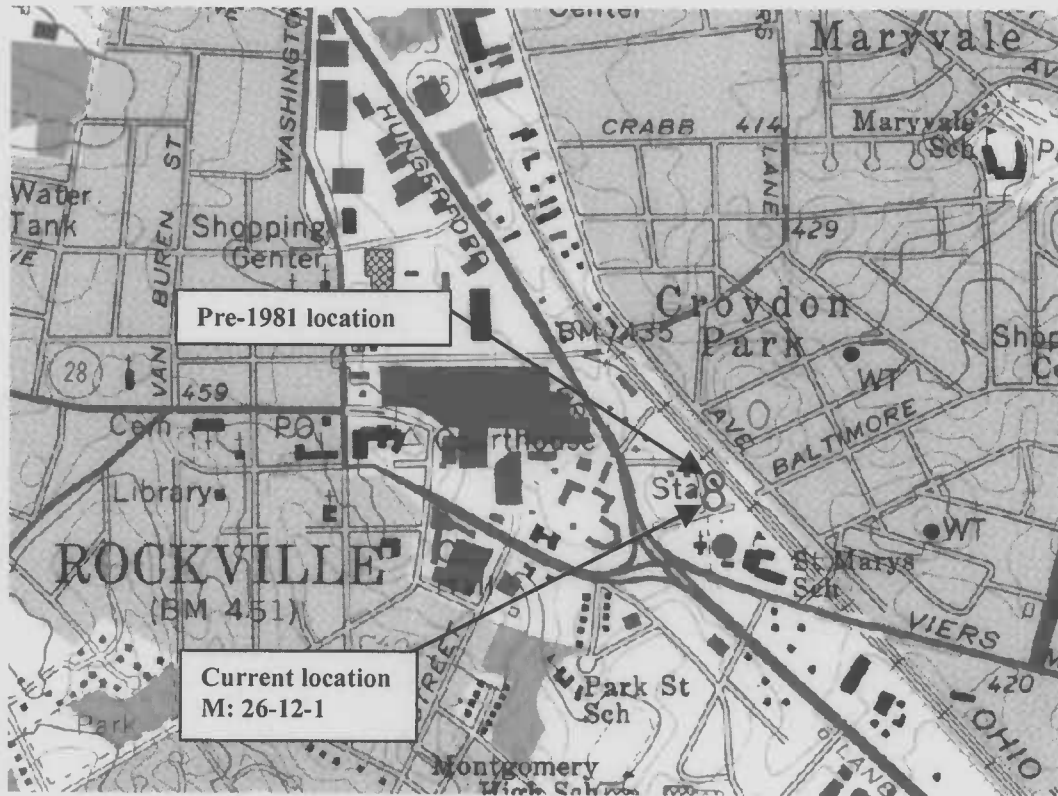
1993-94 Aerial Photo



Tax Map GR42



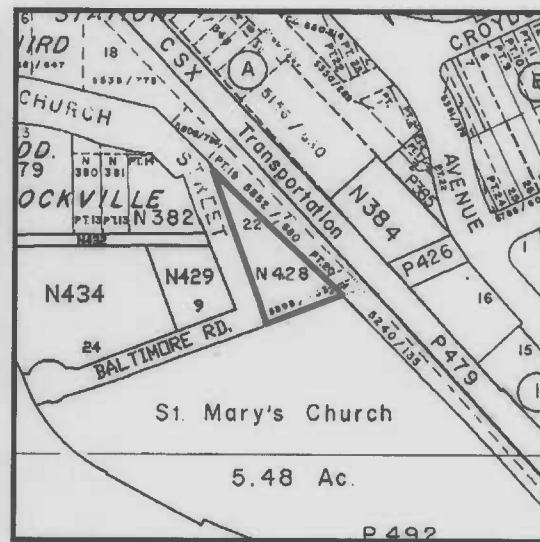
M: 26-12-1  
 Rockville Railroad Station  
 (Rockville Station, B & O Railroad)  
 98 Church Street  
 Rockville Quadrangle



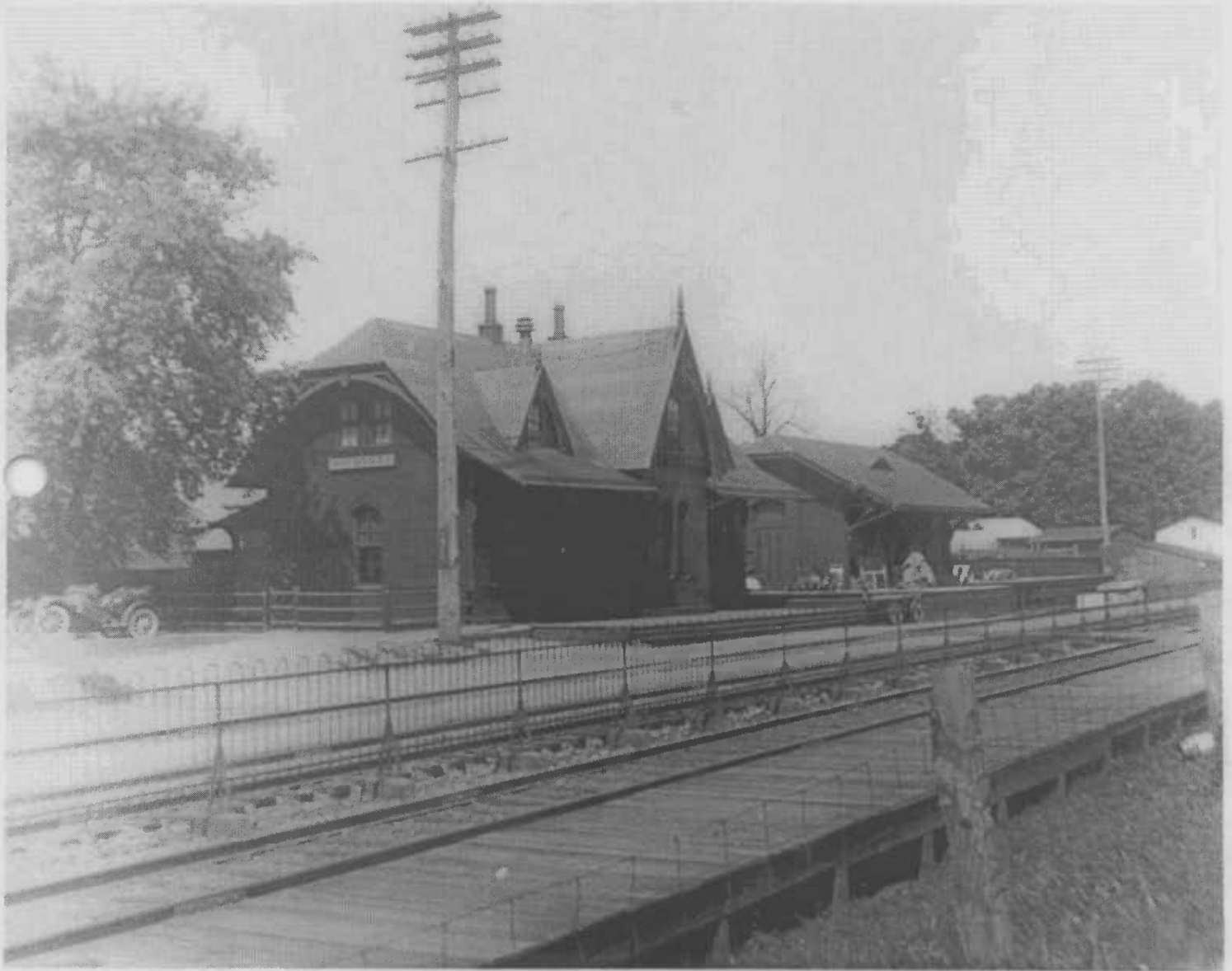
1993-94 Aerial Photo



Tax Map GR42



Rockville Railroad Station & Freight House with  
Dr. George Lewis' EMF Studebaker automobile.





Rockville Railroad Station

Relocating the 400-ton Passenger Station, 1981. Photo by John Spano won children's color category in contest sponsored by Peerless Rockville.





14: 26-12/1





NAME BYO STATION (Rockville Railroad Station) (BIO HIST. DIST.)  
LOCATION OLD BALTIMORE Rd ROCKVILLE Md M:26-12-1  
FACADE E  
PHOTO TAKEN 5/14/75 MDWYER



Carlos Avery: 9.7.80  
Rockville R.R. Station

M: 26/12-1

①



M: 26-12/1

Lebanon Railroad Station

Montz Co

Photo: John Murphy

date 5 March 1984 post move



M: 26-12/1

Rockville Railroad Station  
Montgomery Co

photo: John Murphy

date: 8 March 1984 just move





M: 26-12/1

Rockville Railroad Station  
Montg Co

photo: John Murphy

date: 8 March 1984 post name



M: 26-12/1

Rockville Railroad Station  
Montz Co

photo John Murphy

date 8 March 1984, east, now



mi: 26-12/1

Rockville Station  
Railroad  
Montg Co

photo: John Murphy

date: 8 March 1984 post move



M: 26-12/1

Rockville Station

mntg Co

photo. John Murphy

date 8 March 1989 post true